VIII. Future Link

Corridor Preservation

It is important to identify and preserve transportation corridors needed to expand or enhance transportation for future generations (see Table 8.1 and Exhibit 8.1). Local governments will find it difficult to obtain optimal locations for these corridors unless efforts to preserve them are made early. The American Association of State Highway and Transportation Officials (AASHTO) Report on Corridor Preservation states that early efforts provide the following benefits. They will:

- prevent inconsistent development;
- minimize or avoid environmental, social and economic impacts;
- prevent the loss of desirable corridor locations;
- allow for the orderly assessment of impacts;
- permit orderly project development; and
- reduce costs.

Ideally, the long-range corridors will encourage planners and policy-makers to start preparing strategies for preserving corridors now. Planning can prevent losing right-of- way needed for transportation beyond the year 2020. Thus, right-of-way preservation is a reasonable concern, particularly in areas where development may block a long-range corridor. More opportunities to capitalize on preservation are available in less urban areas, where local governments have an opportunity to obtain available land for new transportation facilities.

The first step in this kind of planning for the future is to identify potential long-range corridors and determine there is a need to preserve them. This will require intergovernmental coordination and should include a funding component. Next, criteria to evaluate and prioritize the selected corridors must be developed. Once a corridor is selected, environmental studies will be needed. Traditional preservation techniques include purchasing land or using government statutes to place a corridor alignment on a general plan land use map. There are other state and federal funds that can be used to assist in acquiring land for long-range corridors.

The SCAG region is pursuing a new, environmentally sensitive approach to consider development. This approach envisions that the transportation options are originally developed with environmentally sensitive land uses and habitat issues being part of the planning and design criteria. It would involve early and active involvement by all stakeholders. The information sources for long-range corridors include:

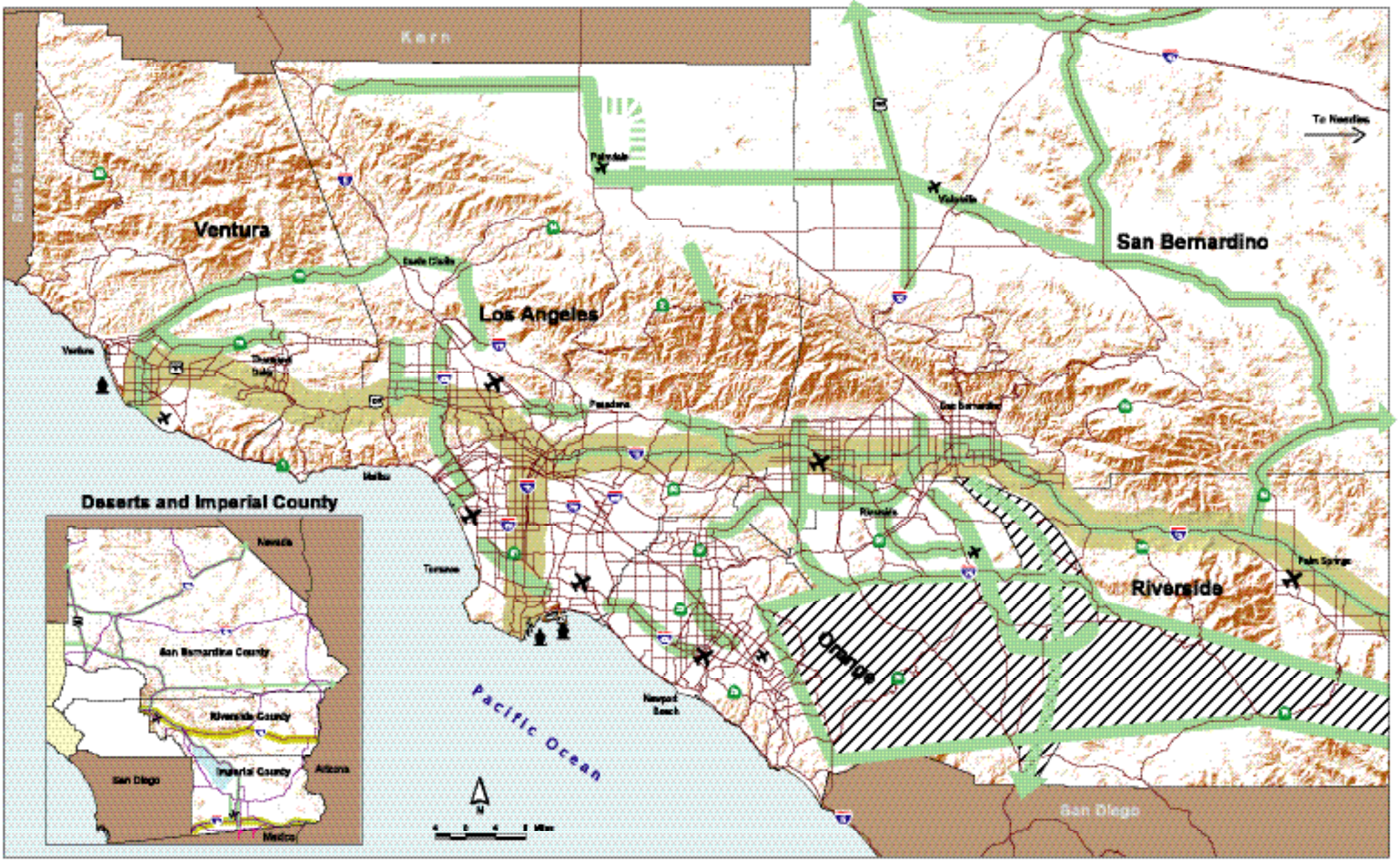
- various long-range transportation studies;
- recommendations from Caltrans;
- transportation corridor projects expected to be operational after 2020; and
- informal discussions with public agency staff.

The 98 RTP adopted scenario is a placeholder pending review of impact analyses and selection

In addition, the Southwest Passage is included to address the needs for preserving corridors to move goods and freight.

Table 8. 1

Post-2025 Long-Range Corridors	
CORRIDOR	**SOURCE**
Imperial County:	
Forrester Road and Westmorland Bypass Corridor	IVAG
State Route 111 Corridor	IVAG
State Route 115 Corridor	IVAG
Inter/Intra-County Passenger and Freight Rail Corridor	IVAG
Los Angeles County Corridors:	
Santa Clarita Bypass	Caltrans 07
State Route 27	LACMTA
State Route 39 Corridor	Caltrans 07
State Route 101	LACMTA
State Route 126 Corridor	Caltrans 07
State Route 134/SR-210 Corridor	LACMTA
I-405 Corridor (segment)	Caltrans 07; LACMTA
Orange County Corridors:	
I-405 Corridor (segment)	Caltrans 12
Riverside County Corridors:	
SR-71 Corridor	Caltrans 08
State Route 79 Corridor Relocation	Caltrans 08
State Route 74 Relocation Corridor	Caltrans 08
Van Buren Corridor	1991 Long Range Corridors Study
San Bernardino County Corridors:	
Euclid Avenue Corridor	San Bernardino Associated Governments
I-15 Corridor	SCAG
San Bernardino/Redlands Rail Corridor	1994 Regional Mobility element
State Route 58 Corridor	Caltrans 08
State Route 62/SR-247 Corridor	Caltrans 08
US-395 Corridor	Caltrans 08
Ventura County Corridors:	
Santa Paula Branch Line Corridor	VCTC
SR-118 Corridor	Caltrans 07
Inter-county Corridors:	
Southwest Passage Corridor	SCAG
High Desert Corridor	Caltrans 07 and Caltrans 08
Los Angeles/Coachella Valley/Calexico Rail Corridor	Los Angeles / Coachella Valley/Calexico Corridor Study
Orange County/Riverside County Corridor (East/West Corridor)	Caltrans 08; Caltrans 12; Riverside County, and SCAG Staff 1991 Long Range Corridor Study
North South Corridor	Caltrans 08; Caltrans 12; and SCAG
Soquel/Jurupa-Limonite/Alder Corridor	Caltrans 12
	SCAG
State Route 142 Corridor	
I-15/US-395 Corridor	



Post 2025 Long Range Corridors

Port
Port of Entry
Airport / Potential Airport Site

The SCAG Region
Draft 2001 RTP Update

Corridors

Southwest Passage Strategy Multi-Modal
(50 miles wide) from SCAG/SANDAG to Texas

Multi-Modal Corridors: Non-urban/Urbanizing
Urban (Corridor Boundaries are not precise)

11/7/00

Exhibit 8.1

Southern California Association of Governments
December 2000

Unconstrained Projects

Under TEA-21, transportation plans must show the ability to fund all proposed projects. This requirement has compelled the region to prioritize and focus on projects that are high performing and cost-effective. While this approach keeps the Region's feet, as it were, rooted firmly on good solid financial ground, it may have a tendency to obscure solutions that initially may seem too "blue sky," too costly or too optimistic. Add to this the fact that even with the most successful mix of strategies and programs, congestion in the region is expected to double, then it makes eminent sense to prepare a list of unconstrained projects. Projects in the unconstrained project list could be advanced through the amendment process to the constrained Plan if new funds were identified - subject to the approved performance and environmental considerations. Under this arrangement, decision-makers have flexibility to consider new projects and to respond to funding opportunities that may present themselves in the future. The unconstrained project list can be found in the Appendix.